



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 20-013  
**Date Opened:** 08/10/2020  
**Investigator:** Peter Kivett **Reviewer:** Bruce York-B  
**Approver:** Stephen Ridella  
**Subject:** Clogged fuel filter causing a stall.

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** Honda (American Honda Motor Co.)  
**Products:** 2018 - 2020 Honda African Twin (CRF 1000 - 1100) motorcycles  
**Population:** 2,676  
**Problem Description:** Fuel filter becomes contaminated with zinc-oxide, restricting fuel flow, and causes a sudden engine stall.

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	26	0	26
<b>Crashes/Fires:</b>	0	0	0
<b>Injury Incidents:</b>	0	0	0
<b>Fatality Incidents:</b>	0	0	0
<b>Other*:</b>	0	Confidential	Confidential

\*Description of Other: EWR Field Reports

## ACTION / SUMMARY INFORMATION

**Action:** This Preliminary Evaluation (PE) is opened.

### Summary:

The Office of Defects Investigation (ODI) is opening this Preliminary Evaluation (PE) on model year (MY) 2018 - 2020 Honda African Twin (CRF 1000 - 1100) motorcycles based on allegations of a sudden loss of power as a result of an engine stall.

ODI is aware of 26 consumer complaints alleging a stalling condition on the subject motorcycles. Many consumers allege the motorcycle stalled suddenly while riding. While speeds vary, most consumers allege the stalling occurred at highway speeds. This stalling condition is allegedly caused by clogged fuel filters. The subject vehicle fuel filters are becoming contaminated with zinc-oxide (corrosion). The corrosion is coming from the inside of the fuel tank, along the end seam of a joint weld. The corrosion clogs the fuel filter, restricts fuel flow to the engine, and subsequently causes a sudden engine stall. Additionally, ODI has received multiple manufacturer field reports describing stalling due to clogged fuel filters.

During complainant interviews, ODI learned that the bike can sometimes be restarted after the initial stall. However, several consumers described this restart as causing a false sense of security because after the restart, when trying to accelerate and merge into traffic, the bike quickly stalled again upon throttle demand. This time the rider is placed in the middle of traffic, potentially causing a crash or risk of injury.

ODI also learned that Honda implemented a fuel tank cleaning improvement campaign in mid-production (March 6, 2020) as a result of these failures. ODI is not aware of any complaints in the population of bikes manufactured after this production change was implemented.

A Preliminary Evaluation has been opened to determine the frequency of this failure mechanism and understand the

conditions that might influence this malfunction on the subject vehicles.

The ODI reports cited above can be reviewed at:

<http://www-odi.nhtsa.dot.gov/owners/SearchNHTSAID> using the following complaint identification numbers:

11234560,11307903, 11316901, 11319660, 11324033, 11326571, 11327616, 11327924, 11328143,  
11328156,11328160, 11328215,11328216, 11328220, 11329323, 11329491, 11329728, 11329851, 11329888,  
11329890, 11330442, 11332003, 11337202, 11337739, 11337865, 11337887